

## **AD-3: Redesign Terminal Airspace and Routes**

### **AD-3.1 Expedited Departure Routes**

#### **Key Risks**

- None identified.

### **AD-3.2 Routes Independent from Navigation Aids**

#### **Key Risks**

- Environmental assessment for new routes and procedures. The implementation timeframe for these projects could increase significantly depending on the level of environmental assessment required by the proposed change.
- Segregated routes based on equipage may penalize non-equipped users. Rulemaking may be required. AOPA has indicated possible acceptance of RNAV equipage being necessary to access major congested airports during specific, limited times of day, but they must maintain access to key GA airports (e.g., Teterboro) located in close proximity to potential RNAV mandated airports.
- Systems that must be in place or may cause risks in delivery include Flight Management Computers (FMC), ATC Host/ARTS automation adaptation and display of RNAV status, and STARS adaptation and display of RNAV status.

### **AD-3.3 Redesign Terminal Airspace**

#### **Key Risks**

- Several infrastructure adjustments will be needed to support new sectors, including availability of building space, ATC automation, controller position equipment, and additional frequencies. Lack of availability of these systems may negatively impact the ability to transition to new sectorization or to implement additional sectors. Limitations of the current systems, specifically the HOST computer, will limit potential efficiency of some of the proposed airspace changes.
- Environmental assessment for new routes and adjusted traffic flows. The implementation timeframe for these projects could increase significantly depending on the level of environmental assessment required by the proposed change.